



6th U.S. Cavalry Brigade, 8th U.S ARMY



6th U.S. Cavalry Brigade

Korea Aviation Leaders Course (KALC) Lesson Scenarios

Welcome to the 6th Cavalry Brigade Lessons for the Korea Aviator Leader Course.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



- **Welcome to the 6th Cavalry Brigade Lessons for the Korea Aviator Leader Course. This module functions as application/performance-based testing of the covered materials in the KALC.**
- **Prerequisites:**
 - **Completion of core 8th Army modules**
 - **Study and reference of 6th Cav Bde aviation SOPs and policies.**
- **You must apply the knowledge gained in previous 8th Army modules covered and from 6th Cav Bde SOPs and Policies. The SOPs and Policies are available by selecting the unit icons on the left or at these links:**
 - **6th CAV BDE**
 - **3-6 CAV REGT**

Welcome to the 6th Cavalry Brigade Lessons for the Korea Aviator Leader Course.

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TERMINAL LEARNING OBJECTIVES

- **OBJECTIVE ONE: CHECK INDIVIDUAL ASSESSMENT**

Aviation Leader will complete Individual Assessment upon receipt of the KALC and return to unit of assignment.

- **OBJECTIVE TWO: MISSION BRIEFING**

Aviation Leader will understand the role, mission, function, and responsibilities of the Mission Briefing Officer

- **OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT**

Aviation Leader will understand and apply risk assessment and risk management to the unique operating environment in Korea.

- **OBJECTIVE FOUR: AVIATION PLANNING TOOLS**

Aviation Leader will understand and apply the use of planning tools available in Korea.

You will accomplish four learning objectives towards becoming a more effective aviation leader

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OBJECTIVE ONE: CHECK INDIVIDUAL ASSESSMENT

- Aviation Leader will complete Individual Assessment upon receipt of the KALC and return to unit of assignment.
- I have completed the Commander's Safety Course
- I will arrive in Korea qualified and current in my primary aircraft
- I have a current valid flight physical with no limiting profiles
- My leader duties are anticipated as IP, ASO, Plt Ldr, Co Cdr, other_____

Self assessment is an important leadership trait. The areas outlined above are normal pre-requisites to assume duties as an aviation leader in Korea.

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OBJECTIVE TWO: MISSION BRIEFING

ENABLING LEARNING OBJECTIVES

- TASK 2.1 Describe the purpose and authority of the Mission Briefing Officer.
- TASK 2.2 Determine authorized flights
- TASK 2.3 Determine adequate pre-mission preparation time.
- TASK 2.4 Determine qualification and currency of assigned aircrews.
- TASK 2.5 Determine crew endurance requirements
- TASK 2.6 Determine readiness of special mission equipment

The TASKS above enable learning the objectives required to become a mission briefing officer.

Select a **TASK** above or **NEXT** to continue.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.1 Describe the purpose and authority of the Mission Briefing Officer.

- **CONDITION** Given the requirement to conduct mission briefing, valid appointment orders, and proposed aviation mission.
- **STANDARD** Aviation Leader will correctly select the purpose and authority of the Mission Briefing Officer IAW AR 95-1, Eighth United States Army Reg 95-1 to include:
 - Normally qualified members of the chain-of-command (not lower than platoon leader) or operations officers.
 - Briefing officers will be designated in writing.
 - Briefing officers selected on experience and level of responsibility in unit.
 - Self-briefing in Korea only approved in exceptional cases, and then by the first GO in chain of command.
 - Number of briefing officers limited to the minimum needed to meet operational requirements.
 - Briefing officers will evaluate and ensure the following seven key areas:
 - 1. Authorized flight
 - 2. Crews have adequate pre-mission preparation time.
 - 3. Assigned crews are qualified and current.
 - 4. Forecast weather meets requirements of regulation.
 - 5. Assigned crews meet crew endurance requirements
 - 6. Procedures for risk management have been completed and risks reduced to the lowest possible level.
 - 7. Required special mission equipment is maintained per published guidance.
 - Briefing officer requirement to use DA Form 5484-R.

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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6th U.S. Cavalry Brigade, 8th U.S ARMY
OBJECTIVE TWO: MISSION BRIEFING
TASK 2.2 Determine Authorized Flights



- **CONDITION** Given an aviation scenario and the elements of a proposed flight mission with assigned aircrew.
- **STANDARD** Aviation leader will correctly select from authorized flight scenario and not select non-authorized flight scenario

The following scenario will present information for you to assess.

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6th U.S. Cavalry Brigade, 8th U.S ARMY
OBJECTIVE TWO: MISSION BRIEFING
TASK 2.2 Determine Authorized Flights



AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission: You have been told to prepare to conduct a multiship Deliberate Attack training mission. The mission will be a deep operation to destroy an armor brigade. Because of the length of the routes (130km), you have been alerted that the mission will require the use of the non-crashworthy Extended Range Fuel System (ERFS). Furthermore, the ingress and egress routes follow EUSA Preferred routes for about half the distance, but then exits preferred routing for the remainder of the routes.

Q. Is this an authorized flight?

- ☐ No; non-crashworthy ERFS are not authorized
- ☐ Yes; but the Brigade Commander is the lowest mission approval
- ☐ No; multiship operations are not authorized off preferred routes
- ☐ Yes; as long as the Eighth Army CG has approved the mission

Consider the scenario and select the correct answer.

Select the **CORRECT ANSWER** to continue.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE TWO: MISSION BRIEFING

TASK 2.2 Determine Authorized Flights

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Answer:

b. Yes; but the Brigade Commander is the lowest mission approval. IAW EUSA Reg. 95-1, the Eighth Army CG delegates the authority to approve extreme high risk [non-crashworthy] ERFS missions to Brigade Commanders of 17th Aviation Brigade and 6th Cavalry Brigade for operations and training in certain missions to include "Deep attack operations."

Aviation Leader will understand the role, mission, function, and responsibilities of the Mission Briefing Officer

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.2 Determine Authorized Flights

P518 / NFL Validation Mission

Special Training Mission

You have three crewmembers that require initial P518/NFL validation training. You have scheduled a three aircraft mission to conduct this training. The training will be conducted by the two PICs in the flight that are P518/NFL validated.

Q. Is this an authorized flight?

a. No; all three aircraft need a P518/NFL validated PIC

b.

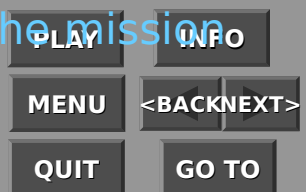
No; P518/NFL training must be conducted by a P518/NFL Trainer/Validator

c. Yes; as long as the lead aircraft PIC is P518/NFL validated

d. Yes; as long as the Brigade Commander has approved the mission

Aviation Leader will understand the role, mission, function, and responsibilities of the Mission Briefing Officer

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6th U.S. Cavalry Brigade, 8th U.S ARMY
OBJECTIVE TWO: MISSION BRIEFING
TASK 2.2 Determine Authorized Flights



P518 / NFL Validation Mission

Special Training Mission

Answer:

b. No; P518/NFL training must be conducted by a P518/NFL Trainer/Validator IAW EUSA Reg. 95-3.

Aviation Leader will understand the role, mission, function, and responsibilities of the Mission Briefing Officer

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6th U.S. Cavalry Brigade, 8th U.S ARMY

OBJECTIVE TWO: MISSION BRIEFING

TASK 2.2 Determine Authorized Flights



P518 / NFL Validation Mission

Special Training Mission

You have replaced two of the original PICs with an IP and a UT; both of whom are P518/NFL validators.

Q. Is this now an authorized flight?

- ☐ a. No; all three aircraft need a P518/NFL validator
- ☐ b. Yes; as long as a validator
or a P518 qualified individual is flight lead and the flight remains intact
for the entire mission in P518
- ☐ c. No; three aircraft exceeds the aircraft limit in P518
- ☐ d. Yes; as long as the Brigade Commander has approved the mission

Aviation Leader will understand the role, mission, function, and responsibilities of the Mission Briefing Officer

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6th U.S. Cavalry Brigade, 8th U.S ARMY
OBJECTIVE TWO: MISSION BRIEFING
TASK 2.2 Determine Authorized Flights



P518 / NFL Validation Mission

Special Training Mission

Answer:

b. Yes; as long as a validator or a P518 qualified individual is flight lead and the flight remains intact for the entire mission in P518 IAW EUSA Reg. 95-3.

Aviation Leader will understand the role, mission, function, and responsibilities of the Mission Briefing Officer

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.3 Determine adequate pre-mission preparation time.

- **CONDITION** Given an aviation scenario and the elements of a proposed flight mission with assigned aircrew.
- **STANDARD** Aviation leader will correctly determine the aviation scenario with adequate preparation time from among scenarios with inadequate preparation time.

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.3 Determine adequate pre-mission preparation time.

- **AH-64 Deliberate Attack - Deep Operation**
- Tactical Training Mission: It is 1800 on Tuesday and you have not received any additional information beyond the Warning Order to conduct the mission Thursday night. You have been told to expect the OPORD the morning of the mission.
- Q. Do you have adequate pre-mission preparation time?
 - ☐ a. Yes; but I need at least a FRAGO now to get my unit's planning cells working
 - ☐ b. No; but I will suck it up and drive on!
 - ☐ c. No; I need a FRAGO ASAP and the OPORD should be conducted the day prior in order to manage crew-rest and allow adequate time for mission refinement, back-brief and rehearsals
 - ☐ d. Yes; it will challenge my troops to get the job done in time

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

Select the **CORRECT ANSWER** to continue.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE TWO: MISSION BRIEFING

TASK 2.3 Determine adequate pre-mission preparation time.

AH-64 Deliberate Attack - Deep Operation

Answer:

c. No; I need a FRAGO ASAP and the OPORD should be conducted the day prior in order to manage crew-rest and allow adequate time for mission refinement, backbrief and rehearsals

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.4 Determine qualification and currency of assigned aircrews

- **CONDITION** Given an aircrew present for duty and assigned for flight to a proposed mission.
- **STANDARD** Aviation leader will correctly determine the qualification and currency status of assigned aircrew.

Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.4 Determine qualification and currency of assigned aircrews

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

You have received a FRAGO and planning has begun. The following is your recommended crew list and status:

1. CW3 Rogers (IP, 2417 flt hrs, ERFS qualified)
 2. CW3 Jones (PC, 1580 flt hrs, ERFS qualified)
 3. CW2 Smith (PI, 850 flt hrs, ERFS qualifies)
 4. CW2 Dill (MP, 1045 flt hrs, ERFS qualified)
 5. 1LT Baker (PI, 440 flt hrs, not ERFS qualified)
 6. CW4 Fix (IP, 4342 flt hrs, ERFS qualified)
 7. CPT Hall (PI, 987 flt hrs, ERFS qualified)
 8. 1LT Camp (PI, 320 flt hrs, ERFS qualified)
- Q. Are there any problems with this crew mix?**
- ☐ a. No; there is at least one ERFS qualified person in each cockpit
 - ☐ b. Yes; the Air Mission Commander should be in the lead aircraft
 - ☐ c. Yes; the non-ERFS qualified aviator should be crewed with an IP so that he can receive ERFS qualification training during the mission
 - ☐ d. Yes; 1LT Baker must be replaced with an ERFS qualified aviator

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

Select the **CORRECT ANSWER** to continue.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.4 Determine qualification and currency of assigned aircrews

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Answer:

- ☐ d. Yes; 1LT Baker must be replaced with an ERFS qualified aviator. **NOTE: Conducting individual mission training on ERFS during collective training missions does not meet the spirit of the “Gated” readiness level progression concept. He should be fully qualified before going on unit missions.**

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.5 Determine crew endurance requirements

- **CONDITION** Given a scenario and an assigned crew in the pre-mission phase of preparation.
- **STANDARD** From a given scenario, aviation leader will select the crew out of crew endurance.

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE TWO: MISSION BRIEFING

TASK 2.5 Determine crew endurance requirements

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

It is 1530 on Wednesday and the mission planning is complete. You are about to brief your crews on the next day's schedule:

0800 Troop OPORD Brief	1400 Squadron Rehearsal
0900 Team Rehearsals	1900 Take-Off (4 hour mission)
1000 Troop Rehearsal	

Q. With a 14 hour maximum duty day, are there any problems with this schedule?

- ☐ a. Yes; reschedule the first three events to start no earlier than 0900
- ☐ b. No; the mission begins before the end of a 14 hour duty day
- ☐ c. No; all crewmembers will get at least 8 hours of rest
- ☐ d. Yes; if possible, conduct the OPORD brief, and team and troop rehearsals tonight, and begin mission duty day at 1400 so that the mission is not in the last one-third of the duty day

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

Select the **CORRECT ANSWER** above to continue.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.5 Determine crew endurance requirements

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Q. With a 14 hour maximum duty day, are there any problems with this schedule?

Answer:

- ☐ d. Yes; if possible, conduct the OPORD brief, and team and troop rehearsals tonight, and begin mission duty day at 1400 so that the mission is not in the last one-third of the duty day

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.6 Determine readiness of special mission equipment

- **CONDITION** Given an aircrew available for an approved mission and the requirement for special mission equipment in Korea.
- **STANDARD** Aviation leader will correctly determine the readiness of special mission equipment.

Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.6 Determine readiness of special mission equipment

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Q. Which of the following would be a prudent measure to insure the readiness of special mission equipment for this mission?

- ☐ a. Insure crews conduct internal fuel transfer check as part of their aircraft run-up.
- ☐ b. Insure crews conduct external (ERFS) fuel transfer check as part of their aircraft run-up.
- ☐ c. Insure crews conduct thorough preflight examinations of ERFS tanks for damage and leaks.
- ☐ d. All the above.

Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

Select the **CORRECT ANSWER** above to continue.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.6 Determine readiness of special mission equipment

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Answer:

a. b. c. and d.

- Insuring that crews conduct thorough logbook checks and preflight examinations of ERFS tanks for damage and leaks as well as conducting both internal and external (ERFS) fuel transfer checks as part of their aircraft run-up will help to insure that the ERFS system will operate correctly.

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.6 Determine readiness of special mission equipment

P518 / NFL Validation Mission

Special Training Mission

The following aircraft problems have been brought to your attention:

92-00343: FM radio will not transmit in flight

91-00676: Nav Stat Page displays GPS No-Go

92-00344: ADF Inoperative

Q. Must any of these aircraft be replaced for this mission?

- a. No; all mandatory equipment requirements are met
- b. Yes; all aircraft operating in P518 must have an operational GPS
- c. Yes; all aircraft must have an operational IFR navigation system
- d. Yes; all aircraft must have an operational FM radio

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.6 Determine readiness of special mission equipment

P518 / NFL Validation Mission

Special Training Mission

Answer:

d. Yes; all aircraft must have an operational FM radio

IAW EUSA Reg. 95-3, each aircraft must also have either a UHF or VHF radio.

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.6 Determine readiness of special mission equipment P518 / NFL Validation Mission

Special Training Mission

91-00676: Nav Stat Page displays GPS No-Go

92-00344: ADF Inoperative

Q. Are there any special considerations given the equipment status of the other two aircraft?

- a. Yes; flight lead must have an operational GPS on the NFL
- b. Yes; an operational ADF would be prudent if weather is marginal
- c. Yes; place the GPS-inoperative aircraft in flight lead where everyone can keep an eye on it
- d. Answer B. and C. above.

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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OBJECTIVE TWO: MISSION BRIEFING

TASK 2.6 Determine readiness of special mission equipment

P518 / NFL Validation Mission

Special Training Mission

Answer:

b. and c.

IAW EUSA Reg. 95-3, during multiship operations on the NFL, at a minimum, the lead aircraft must have an operational GPS.

Furthermore, when weather is marginal, or could become marginal, the possibility of IIMC must always be considered.

Objective: Aviation Leaders will understand the role, mission, function, and responsibilities of the Mission Briefing Officer.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

ENABLING LEARNING OBJECTIVES

- **TASK 3.1** Identify aviation hazards in Korea
- **TASK 3.2** Determine risk reduction measures and management
- **TASK 3.3** Select controls for risk management
- **TASK 3.4** Conduct risk management during the conduct of aviation operations.

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.1 Identify aviation hazards in Korea

- **CONDITION** Given the requirement to plan and conduct an approved aviation mission in a Korea METL-based scenario
- **STANDARD** Aviation leader will correctly identify aviation hazards

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.1 Identify aviation hazards in Korea

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Q. Which of the following would be aviation hazards of concern for this mission?

- a. Obstacles
- b. Weather
- c. ERFS
- d. All the above

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

Select the **CORRECT ANSWER** to continue.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.1 Identify aviation hazards in Korea

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Answer:

d. All the above

Obstacles, weather and the use of ERFS are all justifiable safety concerns.

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.2 Determine risk reduction measures and management

- **CONDITION** Given a scenario, in Korea, and a authorized aviation mission, and the requirement to implement risk reduction measures.
- **STANDARD** Aviation leader will correctly determine if valid and applicable risk reduction measures are in effect for selected scenario.

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT
TASK 3.2 Determine risk reduction measures and management

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Q. Which of the following would be a valid method of reducing the risk of obstacle / wire strikes?

- a. Conduct a daytime hazards recon of the routes and terrain flight areas.
- b. Ensure all crewmembers update their maps with the unit's hazards map and share their findings with the mission crews.
- c. Ensure the hazard recon crews.
- d. Answer A, B, and C above.

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

Select the **ANSWER** which **IS NOT CORRECT** to continue.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.2 Determine risk reduction measures and management

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Answer:

a. b. and c.

Relying on old information is dangerous!

Hazard maps and recons are your best pre-mission obstacle risk reduction methods.

In fact, EUSA Reg. 95-1 states: "Terrain flight below 200 feet AGL outside of approved terrain flight training areas shall not be conducted unless the unit has conducted a day reconnaissance of the route to be flown within 72 hours of the planned flight."

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.2 Determine risk reduction measures and management

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Q. Which of the following would be a valid method of reducing the risk associated with the use of ERFS?

a. Establish refuel locations close to the routes.

b.

Determine “bingo” fuel quantities for various points along the routes in order to determine refuel options if an aircraft develops ERFS problems.

c.

Begin transferring the ERFS fuel into the internal tanks immediately upon take-off in order to identify problems early.

d. Answer A and B above

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

Select the **CORRECT ANSWER** to continue.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT
TASK 3.2 Determine risk reduction measures and management

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Answer:

d. a. and b.

Transfer of external fuel should not be initiated until the crew has performed a fuel consumption check!

If a crew develops ERFS problems and cannot transfer external fuel, they should know when (bingo fuel quantity) they need to depart for a refuel location and or return to station.

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.3 Select controls for risk management

CONDITION Given the requirement to plan and conduct an approved aviation mission in a Korea METL-based scenario.

• **STANDARD** Aviation leader will correctly select controls in order to reduce risk .

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.3 Select controls for risk management

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Q. Which of the following would be a valid method of reducing the risk associated with marginal weather?

a.

Establish Inadvertent IMC recovery airfields along the routes and insure the crews have the applicable approach and frequency information.

b. Thoroughly brief IIMC procedures.

c.

Don't risk taking-off take-off with weather less than 1200 feet above the required ceiling and 2 miles of visibility beyond the required visibility.

d. a and b above.

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.3 Select controls for risk management

AH-64 Deliberate Attack - Deep Operation

Tactical Training Mission

Answer:

a. and b.

Establish Inadvertent IMC recovery airfields along the routes, insure the crews have the applicable approach and frequency information, and thoroughly brief IIMC procedures.

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

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OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT



TASK 3.4. Conduct risk management during the conduct of aviation operations

- **CONDITION** Given the requirement to conduct aviation operations in Korea and presented with aviation operation scenarios.
- **STANDARD** Aviation leader will select the example of the correctly conducted aviation operation part of risk management.

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

Select a **NEXT** to continue.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.4. Conduct risk management during the conduct of aviation operations

MISSION 1: Two AH-64 crews are assigned to conduct FARP operations at 2 different FARP locations during a deep attack mission.

DTG -- 070200Mar03

FARP 1-- Imgin North Training Area, CH 2380 0935, landing direction 340°

Open field with ruts and obstacles throughout the area, has been extremely dusty, small wires on 1 side of FARP.

FARP 2 -- River Bank, CG 2580 0980 , landing direction 060°

Sandy river bank with moderate dust possible, high embankment 50 meters to the north, dangerous wires on the approach end of the FARP.

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

Select a **NEXT** to continue.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.4. Conduct risk management during the conduct of aviation operations

Pre-mission Planning: During the planning for this mission the company commander and the safety officer identify the following hazards:

(1) Landing at FARP 1, there is the possibility of a brown out condition and there are also ruts and obstacles at the points. The commander decides that the dust is the greatest hazard and will have a water truck water down the landing pads. The 3/5 platoon leader will ensure the right spot has been watered down and has been instructed to contact the company commander prior to the conditions check to verify if the pads are usable. The company commander will determine if the FARP is useable based on this information.

(2) Landing at FARP 2, there is the possibility of a brown out condition, there is a very hard to see wire on the approach end of the refuel points, and a steep embankment on the north side of the pads. The commander and the safety officer decide that the dust level at the pads is thought to be very minimal and the greatest hazard are the wires located near the approach path of the FARP. The PC for the mission will conduct a day wire recon of the FARP to obtain an accurate location of the wires near the approach path. With the wire recon complete, the commander directs the approach path to be modified to the north until the wires have been passed to ensure clearance and directs the company safety officer to ensure the new route is given to the crew and the wire hazard is on the crew's map .

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

Select a **NEXT** to continue.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.4. Conduct risk management during the conduct of aviation operations

MISSION 2: Two AH-64 crews are assigned to conduct FARP operations at 2 different FARP locations during a deep attack mission.

DTG -- 070200Mar03

FARP 1-- Imgin North Training Area, CH 2380 0935, landing direction 340°
Open field with ruts and obstacles throughout the area, has been extremely dusty, small wires on 1 side of FARP.

FARP 2 -- River Bank, CG 2580 0980 , landing direction 060°

Sandy river bank with moderate dust possible, high embankment 50 meters to the north, dangerous wires on the approach end of the FARP.

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

Select a **NEXT** to continue.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.4. Conduct risk management during the conduct of aviation operations

Pre-mission Planning: During the planning for this mission the company commander and the safety officer identify the following hazards:

- (1) Landing at FARP 1, there is the possibility of a brown out condition and there are also ruts and obstacles at the pads. The commander decides that the dust is the greatest hazard and will have a water truck water down the landing spot.
- (2) Landing at FARP 2, there is the possibility of a brown out condition, there is a very hard to see wire on the approach end of the pads, and a steep embankment on the north side of the FARP. The commander and the safety officer decide that the dust level at the FARP is thought to be very minimal and the greatest hazard are the wires located near the approach path. The PC for the mission will conduct a day wire recon of the FARP to obtain an accurate location of the wires near the approach path.

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

Select a **NEXT** to continue.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.4. Conduct risk management during the conduct of aviation operations

• **Mission 1**

- Pre-mission Planning: During the planning for this mission the company commander and the safety officer identify the following hazards:
- (1) Landing at FARP 1, there is the possibility of a brown out condition and there are also ruts and obstacles at the points. The commander decides that the dust is the greatest hazard and will have a water truck water down the landing pads. The 3/5 platoon leader will ensure the right spot has been watered down and has been instructed to contact the company commander prior to the conditions check to verify if the pads are usable. The company commander will determine if the FARP is useable based on this information.
- (2) Landing at FARP 2, there is the possibility of a brown out condition, there is a very hard to see wire on the approach end of the refuel points, and a steep embankment on the north side of the pads. The commander and the safety officer decide that the dust level at the pads is thought to be very minimal and the greatest hazard are the wires located near the approach path of the FARP. The PC for the mission will conduct a day wire recon of the FARP to obtain an accurate location of the wires near the approach path. With the wire recon complete, the commander directs the approach path to be modified to the north until the wires have been passed to ensure clearance and directs the company safety officer to ensure the new route is given to the crew and the wire hazard is on the crew's map.

• **Mission 2**

- Pre-mission Planning: During the planning for this mission the company commander and the safety officer identify the following hazards:
- (1) Landing at FARP 1, there is the possibility of a brown out condition and there are also ruts and obstacles at the pads. The commander decides that the dust is the greatest hazard and will have a water truck water down the landing spot.
- (2) Landing at FARP 2, there is the possibility of a brown out condition, there is a very hard to see wire on the approach end of the pads, and a steep embankment on the north side of the FARP. The commander and the safety officer decide that the dust level at the FARP is thought to be very minimal and the greatest hazard are the wires located near the approach path. The PC for the mission will conduct a day wire recon of the FARP to obtain an accurate location of the wires near the approach path.

Which mission is a correctly conducted aviation operation?

Select the number of the correctly conducted aviation operation part of risk management.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE THREE: RISK ASSESSMENT/RISK MANAGEMENT

TASK 3.4. Conduct risk management during the conduct of aviation operations

ANSWER: Mission number one is the aviation operation that was correctly planned using the risk management process. Mission number two identified the hazards, but either did not implement controls or supervise to ensure that the hazards were controlled properly.

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

Select a **NEXT** to continue.

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OBJECTIVE FOUR: AVIATION PLANNING TOOLS

TASK 4.1 Unit Risk Assessment Worksheet

- **CONDITION** Given an approved aviation mission and the requirement to complete the RAW.
- **STANDARDS:**
 - The RAW will be filled out to 100 percent accuracy for the proposed mission
 - Determine the appropriate command level of approval authority for the mission.

Aviation Leader will understand and apply the use of planning tools available in Korea.

Select a **NEXT** to continue.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE FOUR: AVIATION PLANNING TOOLS

TASK 4.1 Unit Risk Assessment Worksheet

AH-64 Deliberate Attack – CSOF

Tactical Training Mission

You have received a FRAGO and planning has begun. The following is your recommended crew list and status:

- | | |
|--|---|
| 1. CW3 Rogers (IP, 2417 flt hrs, ERFS qualified) | 2. CW3 Jones (PC, 1580 flt hrs, ERFS qualified) |
| CW2 Smith (PI, 850 flt hrs, ERFS qualifies) | 1LT Baker (PI, 440 flt hrs, ERFS qualified) |
| 3. CW4 Fix (IP, 4342 flt hrs, ERFS qualified) | 4. CW2 Dill (MP, 1045 flt hrs, ERFS qualified) |
| CPT Hall (PI, 987 flt hrs, ERFS qualified) | 1LT Camp (PI, 320 flt hrs, ERFS qualified) |

WX: Weather: Ceilings - 1500' Visibility - 3 miles with light rain

Wind - 300°/15kts Current temp +10°C Max temp +10°C

Current PA -86' Max PA -60'

Sunset - 1820L EENT - 1917L Moon rise - 0249L Moon set - 1223 L

Illumination - 29% Light Turbulence surface to 5000'

Precipitation - none

No Thunderstorms No Icing,

EO forecast: fair

Aviation Leader will understand and apply the use of planning tools available in Korea.

Select a **NEXT** to continue.

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6th U.S. Cavalry Brigade, 8th U.S ARMY

OBJECTIVE FOUR: AVIATION PLANNING TOOLS

TASK 4.1 Unit Risk Assessment Worksheet

1. Mission Planning				Total:
Mission	Optimal	Adequate	Minimal	
Specific	1	2	3	
Implied	2	3	★	

2. Mission Complexity				Total:
Task/Mission	Day	Night	NVD	IMC
Admin	1	3	2	2
Multi-Ship/Form	3	6	4	
Gunnery	4	5		
Over-Water Ops	See OW-RAM ON BACK			
EP Training	2	5	4	
Maint Recovery	2	★	4	
Test Flight	2	★		
ATM Training	1	3	2	2
TAC FARRP	2	4	3	
Shipboard Ops	5	★★	★★	

3. Additional Factors				Total:
Terrain Flight	2	Icing Condition	3	
Snow/Dust	5	RL Prog Tng	2	
Rain	3	Fueled ERFs	★★	
Surf Winds 30Kts	3	NFLP-510	★	
Mod Turbulence	3	Imminent Danger	★	
MOPP 3 or 4	5	>4 Hrs/Mustang	★	
>15C W Mustang	5			

4. Weather				Total:
Clouding	≥500	≥700	≥1000	≥3000
Day	4	3	2	1
Night			2	1
NVD			2	1
Visibility	≥1/2	≥2	≥3	≥5
Day	★	3	2	0
Night		6	3	1
NVD		4	2	1

5. EO Forecast				Total:
Good	Fair	Marginal	Poor	
0	2	★	★★	
No EO Forecast +5				

6. Crew Selection				Total:
PC:	PI:	Total Flight Time		
Time In Area	>1000	<1000	<500	
<25	2	3	4	
<50	1	2	3	
>50	0	1	2	

7. NVD Experience				Total:
PC:	PI:	Total NVD Flight Time		
Last NVD FLT	>250	<250	<100	
≤15 Days	0	1	2	
≤30 Days	1	2	3	
≤60 Days	2	3	4	
Not Current	3	4	5	



6th Cavalry Brigade
Risk Assessment Matrix
21 April 2003
(Previous editions are obsolete)

8. Fighter Management				Total:
PC:	PI:	Hours of Rest		
Quality of Rest	>24	>8	<8	<6
Garrison	0	1	★	★★
Field	0	2	★	★★
EOM in First Third of Duty Day				0
EOM in Second Third of Duty Day				-2
EOM in Last Third of Duty Day				-4

9. Maneuver Damage Risk			Total:
Low	Moderate	High	
0	4	★	

10. Geo Political			Total:
Low	Moderate	High	
0	★	★★	

11. Control Measures			
AS & Alt:			
Wx Mins - vs- Crew Experience			
Msn Duration			
Troop Level Tactical Msn★			
Squadron Level Tactical Msn ★ or ★★			

RISK ASSESSMENT VALUE													
A/C	1	2	3	4	5	6	7	8	9	10	T		
1													
2													
3													
4													
5													
6													
7													
8													

Risk		RAV Approval Authority	
Low	3 - 41	Troop Level	
Medium ★	42 - 57	Squadron Level	
High ★★	58 - 78	Brigade Level	
Extreme	>78	General Officer	

A/C	PC	PI
1		
2		
3		
4		
5		
6		
7		
8		

PC/AMC	Date
Approving Authority	Date

Front

1. The following is a set of instructions to assist in the use of the 6th Cavalry Brigade Aviation Risk Assessment Matrix:

- Place the PC and PI names as depicted at the bottom right side of the page.
- Block 1, Mission Planning:** Decide if the mission brief statement was specific in providing a clear understanding of the details for the overall operation and the intended objective. Anything less than this will be considered "implied". Selection of the planning category will be affected by considerations such as having sufficient time for crew briefings, details regarding en route hazards, rehearsals, timely weather updates and other planning considerations. Optimal planning applies when sufficient time has allowed for thorough planning steps to be accomplished. Adequate planning indicates the sufficient planning was done to accomplish the mission but steps such as rehearsals or detailed briefings were not performed. Minimal planning involves only the basic mandatory planning steps required to safely accomplishing the assigned mission.
- Block 2, Mission Complexity:** Select appropriate considerations. More than one consideration may apply. Add the number for all considerations. If a task will be conducted in more than one mode, for example, Multi-ship Ops Night and NVD, add each column and use the highest value (column).
- Block 3, Additional Factors:** Select the appropriate considerations for each box and enter the sum at the top.
- Block 4, Weather:** Select the appropriate considerations and enter the total at the top. For risk assessment purposes, worst weather applies.
- Block 5,** Select appropriate value based on EO forecast by weather briefer.
For EO forecast risk assessment, worst conditions apply.
- Block 6, Crew Selection:** This section compares the crewmembers total time (expressed in hours) and their time in the ROK during their current tour of duty. Select the risk assessment value that applies from the matrix and enter each of them and the total in the appropriate box.
- Block 7, NVD Experience:** These sections compare the total Night Vision Device (NVD) experience of each crewmember, expressed in hours, to their most recent NVD experience, expressed in days. Enter the RAV for each crewmember and the total in the appropriate box for NS and NG (cumulative).
- Block 8, Fighter Management:** Compares the hours of rest to the quality of rest of each crewmember. Hours of rest are defined as the time that has elapsed from when the crewmember was last released from duty to the time they reported for duty. Once the RAV is determined, each crewmember must add additional risk values if the majority of the mission is conducted during the second third or last third of the duty day. Each crewmember must decide if they are rested enough to safely accomplish their mission. It is their responsibility to inform the commander if they do not feel they have had adequate rest regardless of the totals derived from this matrix.
- Block 9, Maneuver Damage Risk -** Briefer and aircrews must consider maneuver damage risk and adhere to fly neighborly policies. The following criteria will be used.
Low Risk - All enroute segments above 300 ft AGL Day or 500 ft AGL Night or on an approved low level / NOE route and all landings / hover operations conducted at approved sites.
Medium Risk - Terrain flight conducted outside an approved terrain flight area (See EUSA 95-1 par 3-2)
High Risk - Terrain flight, landings, or hover operations in proximity of structures or crops, where it is likely that rotor wash will have an adverse effect.
- Block 10, Geo -Political Risk -** Will be based on the Bde S-2 assessment of current politically sensitive issues and areas. The Bde S-2 will notify the Squadrons of events that will elevate geo-political risk above "Low". In the absence of the Bde S-2 report, Squadron commanders will make a subjective assessment of Geo - Political Risk for their respective AOR.
- Block 11, Control Measures -** This space is available for the briefer or crew to define additional measures that will be applied to the mission to minimize risk. For example, if a crew is conducting the mission in the last one third of their duty day, the briefer may choose to restrict the mission duration to 2 hours flight time.
- RAV Summary:** On the left side of this section is a listing for aircraft 1 through 8. To the right of each aircraft number is spaces numbered 1 through 10 that correspond to the numbered sections for the total RAV on the risk matrix. Enter each total in the appropriate box as applicable for each aircraft. Total each row and enter the sum under the total column at the right.
- RAV Approval Authority:** Determine the highest RAV in the total box found in the RAV summary section. Compare the highest total to those ranges designated as Low, Medium, High and Extremely high in the RAV Approval Authority section to determine the lowest level of approval authority for that mission. If fueled ERFs are used during the mission, the lowest approval authority will be the Squadron Commander.

Select the **6th CAV BDE RAW** above to open and print a copy of the RAW. Assess the level of risk for the mission with the RAW and write it on the printed form.
NOTE: The instructions for use of the form and the MBO checklist are included with the printed version.

Select **NEXT** to continue. Select **INFO** to view the crew list and status again
6th U.S. Cavalry Brigade KALC Lessons

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6th U.S. Cavalry Brigade, 8th U.S ARMY



1. Mission Planning				Total:
Planning Time				3
Mission	Optimal	Adequate	Minimal	
Specific	1	2	3	
Implied		3	4*	

2. Mission Complexity				Total:
Task/Mission				4
Admin	Day	Night	NVD	IMC
Multi-Ship/Form	1	3	4	2
Gunnery	3	6	4	
Over-Water Ops	4			
Maint Recovery	= (Add OW-RAW from BACK)			
Test flight	2	5	4	
ATM Cont. Tmg.	2	5*		
RL Prog./ Eval / EPs	1	3	2	2
Shipboard Ops.	2	5	4	
	5	6**	5**	

3. Add'l Factors / Considerations				Total:
Terrain Flight				8
Snow/Dust	2	Icing Condition	3	
Rain	5	Fueled Ext.ERFS	6**	
Surf Winds 30Kts	3	NFL/P-518	5*	
Mod Turbulence	3	Inherent Danger	5*	
MOPP 3 or 4	5	TAC FARRP	3	
>15C w/ Mustang	5			

4. Weather				Total:
Cig-Vis				4
Day	≥500-1	≥1000-2	≥1200-3	≥3000-5
Night	6	6	4	3
OW		6	5	3
NVD			4	2

5. EO Forecast				Total:
Good				2
0	Fair	Marginal	Poor	
	2	4	5*	
No EO Forecast Available +5*				

6. Crew Selection				Total:
PC: 1 PI: 3				4
Total Flight Time				
Time In AO	>1000	<1000	<500	
<25 Hrs	2	3	4	
<50 Hrs	1	2	3	
>50 Hrs	0	1	2	

7. NVD Experience				Total:
PC: 2 PI: 2				4
Total NVD Flight Time				
Last NVD FLT	>250	<250	<100	
≤15 Days	0	1	2	
≤30 Days	1	2	3	
≤60 Days	2	3	4	
Not Current	3	4	5	

8. Fighter Management				Total:
PC: 4 PI: 4				8
Quality of Rest				
Hours of Rest				
Garrison	>24	>8	<8	<6
Field	0	2	3*	4**
EOM in First Third of Duty Day				0
EOM in Second Third of Duty Day				12
EOM in Last Third of Duty Day				14

9. Maneuver Damage Risk				Total:
Low				High
0	4			6*

10. Geo Political				Total:
Low				High
0	4*			6**

11. Control Measures				Total:
A/S & Alt-				
Vx Mins -vs- Crew Experience				
Msn Duration				
Troop Level Tactical Msn*				
Squadron Level Tactical Msn**				
SVFR Traffic pattern work**				

RISK ASSESSMENT VALUE											
A/C	1	2	3	4	5	6	7	8	9	10	T
1	3	4	8	4	2	1	4	8	0	0	34
2	3	4	8	4	2	2	4	8	0	0	35
3	3	4	8	4	2	1	4	8	0	0	34
4	3	4	8	4	2	2	4	8	0	0	35
5											
6											
7											
8											

RAV Approval Authority			
Risk	3 - 41	Troop Level	
Low	42 - 57	Squadron Level	
Medium*	58 - 78	Brigade Level	
High **	>78	General Officer	
Extreme			

Tail Numbers and Crews			
A/C	PC	PI	
1 482	Rogers	Smith	
2 119	Fix	Hall	
3 332	Jones	Baker	
4 228	Dill	Camp	
5			
6			
7			
8			
Highest Risk Factor:			
Multi-aircraft: PCs initials next to name above			

PC/AMC _____ Date _____

RAV Approving Authority _____ Date _____

Front

1. The following is a set of instructions to assist in the use of the 6th Cavalry Brigade Aviation Risk Assessment Matrix:

- Block 1. Mission Planning**- Decide if the mission brief statement was specific in providing a clear understanding of the details for the overall operation and the intended objective. Anything less than this will be considered "implied". Selection of the planning category will be affected by considerations such as having sufficient time for crew briefings, details regarding en route hazards, rehearsals, timely weather updates and other planning considerations. Optimal planning applies when sufficient time has allowed for thorough planning steps to be accomplished. Adequate planning indicates the sufficient planning was done to accomplish the mission but steps such as rehearsals or detailed briefings were not performed. Minimal planning involves only the basic mandatory planning steps required to safely accomplishing the assigned mission.
- Block 2. Mission Complexity**- Select appropriate considerations. More than one consideration may apply. Add the number for all considerations. If a task will be conducted in more than one mode, for example, Multi-ship Ops Night and NVD add each column and use the highest value (column). NOTE: If Over-Water operations are to be conducted you must also complete the Over-Water RAW and add/place the total OW value on the front with appropriate asterisks.
- Block 3. Additional Factors**- Select the appropriate considerations for each box and enter the sum at the top.
- Block 4. Weather**- Select the appropriate considerations and enter the total at the top. For risk assessment purposes, worst weather applies.
- Block 5. EO forecast**- Crews will obtain EO forecast for gunnery and NVD flights when available. Select appropriate value based on EO forecast by weather briefer. For EO forecast risk assessment, worst conditions apply. This block does not apply for MTFs.
- Block 6. Crew Selection**- This section compares the crewmembers total time (expressed in hours) and their time in the ROK during their current tour of duty. Select the risk assessment value that applies from the matrix and enter each of them and the total in the appropriate box.
- Block 7. NVD Experience**- These sections compare the total Night Vision Device (NVD) experience of each crewmember, expressed in hours, to their most recent NVD experience, expressed in days. Enter the RAV for each crewmember and the total in the appropriate box for NS and NG (cumulative). NOTE: Do not count NVD simulator time in total NVD flight time. However, an NVD currency requirement in the LCT/CMS applies.
- Blocks 8. Fighter Management**- Compares the hours of rest to the quality of rest of each crewmember. Hours of rest are defined as the time that has elapsed from when the crewmember was last released from duty to the time they reported for duty. Once the RAV is determined, each crewmember must add additional risk values if the majority of the mission is conducted during the second third or last third of the duty day. Each crewmember must decide if they are rested enough to safely accomplish their mission. It is their responsibility to inform the commander if they do not feel they have had adequate rest regardless of the totals derived from this matrix.
- Block 9. Maneuver Damage Risk**- Briefer and aircrews must consider maneuver damage risk and adhere to fly neighborly policies. The following criteria will be used: **Low Risk** - All enroute segments above 300 ft AGL Day or 500 ft AGL Night or on an approved low level / NOE route and all landings / hover operations conducted at approved sites; **Moderate Risk** - Terrain flight conducted outside an approved terrain flight area (See EA Reg 95-); **High Risk** - Terrain flight, landings, or hover operations in proximity of structures or crops, where it is likely that rotor wash will have an adverse effect.
- Block 10. Geo -Political Risk**- Will be based on the Bde S-2 assessment of current politically sensitive issues and areas. The Bde S-2 will notify the Squadrons of events that will elevate geo-political risk above "Low". In the absence of the Bde S-2 report, Squadron commanders will make a subjective assessment of Geo - Political Risk for their respective AOR.
- Block 11. Control Measures**- This space is available for the briefer or crew to define additional measures that will be applied to the mission to minimize risk. For example, if a crew is conducting the mission in the last one third of their duty day, the briefer may chose to restrict the mission duration to 2 hours flight time.
- RAV Summary**- On the left side of this section is a listing for aircraft 1 through 8. To the right of each aircraft number is spaces numbered 1 through 10 that correspond to the numbered sections for the total RAV on the risk matrix. Enter each total in the appropriate box as applicable for each aircraft. Total each row and enter the sum under the total column at the right.
- RAV Approval Authority**- Determine the highest RAV in the total box found in the RAV summary section. Compare the highest total to those ranges designated as Low, Medium, High and Extremely high in the RAV Approval Authority section to determine the lowest level of approval authority for that mission. If fueled ERFS are used during the mission, the lowest approval authority will be the Brigade Commander.
- Tail Numbers and Crews**- Enter aircraft tail numbers and the PC and PI (last name). For multi-aircraft, PCs initials next to their name.

Q. True or False.
The displayed RAW values are correct for the mission and may be briefed the Troop Commander.

☐ True.

☐ False.

☐ Yes, but it needs additional control measure s not applied

NOTE:

- Assume all aviators have >50 hours in AO.
- Blocks 7-10 are provided in this example.



6th Cavalry Brigade
Risk Assessment Matrix
28 July 2003
(Previous editions are obsolete)

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

Select **NEXT** to continue. Select **INFO** to view the crew list and status again

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OBJECTIVE FOUR: AVIATION PLANNING TOOLS

TASK 4.1 Unit Risk Assessment Worksheet

A. **False.** Although the values are correct, the mission uses ERFS and therefore must be approved by the Brigade Commander. This is indicated by a double asterisk (**) next to ERFS in the mission complexity section. Also, remember to take a close look at crew experience levels. Consider placing the lower-time pilots with the high-time pilots

OBJECTIVE: Aviation Leaders will understand and apply risk assessment and risk management to the unique operating environment in Korea.

Select a **NEXT** to continue.

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OBJECTIVE FOUR: AVIATION PLANNING TOOLS

TASK 4.2 Conduct weather decision-making

- **CONDITION** Given available weather and the requirement to conduct an approved mission in marginal weather.
- **STANDARD** The aviation leader will select correct course of action after considering the impact of weather.

Aviation Leader will understand and apply the use of planning tools available in Korea.

Select a **NEXT** to continue.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE FOUR: AVIATION PLANNING TOOLS

TASK 4.2 Conduct weather decision-making

INSTRUCTIONS: Based on the following information, select the correct course of action after considering the impact of weather.

MISSION:

Two AH-64 crews will conduct a night training mission to conduct overwater Gunnery at Koon-Ni Range (R79). The mission has been canceled on two other occasions due to bad weather. The company is short qualified pilots due to a high turn over rate and the commander is placing pressure on the IP to complete the mission. The crew will depart Camp Eagle and fly to Koon-Ni Range using South route. The route starts at H401 (Camp Eagle) and proceeds from South Route to below A511 (Camp Humphreys), then over to Koon-Ni. Return route is the reverse of the ingress.

Aviation Leader will understand and apply the use of planning tools available in Korea.

Select a **NEXT** to continue.

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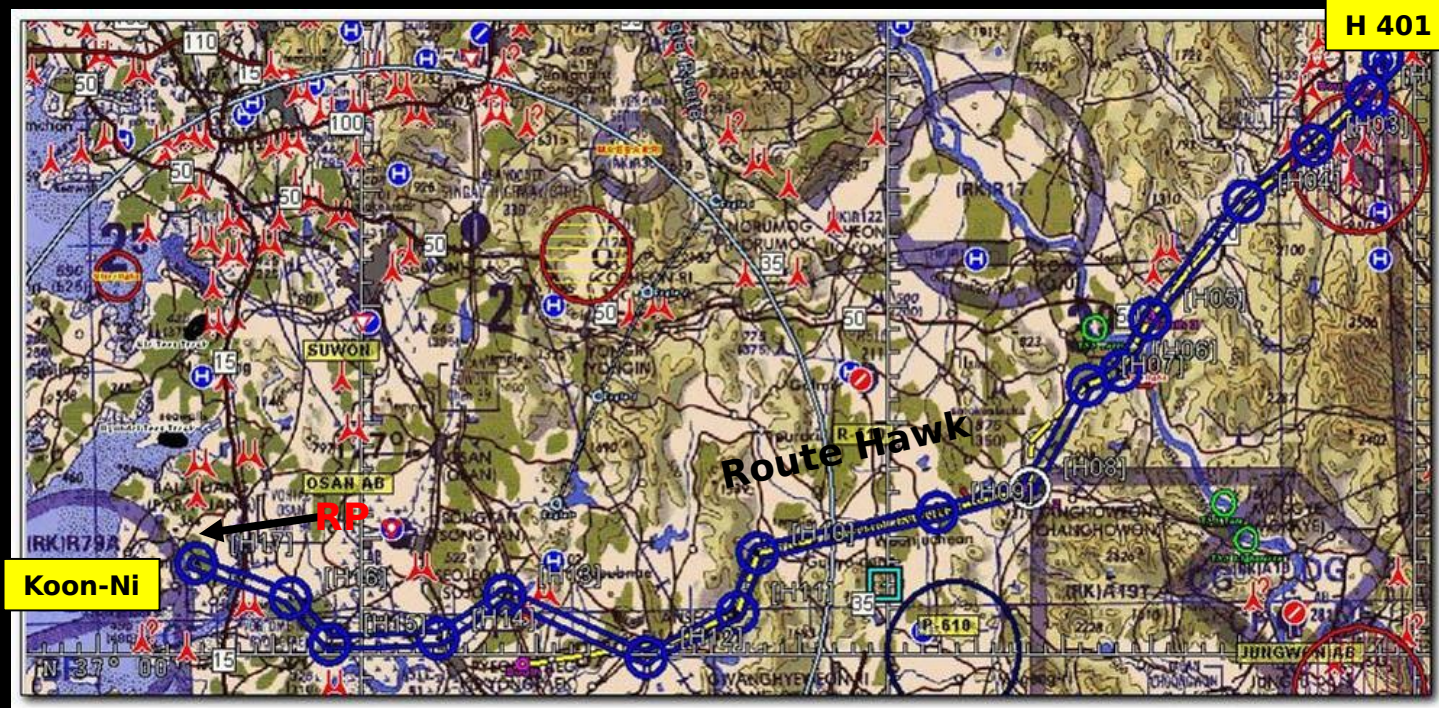
GO TO



6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE FOUR: AVIATION PLANNING TOOLS TASK 4.2 Conduct weather decision-making



Your mission is an overwater Gunnery at Koon-Ni Range (R79). The route starts at H401 (Camp Eagle) and proceeds along South Route below A511 (Camp Humphreys).

Aviation Leader will understand and apply the use of planning tools available in Korea.

Select a **NEXT** to continue.

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TASK 4.2a

6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE FOUR: AVIATION PLANNING TOOLS

TASK 4.2 Conduct weather decision-making

H401 Departure WX

Weather: Ceilings - 1500' Visibility - 3 miles with light rain

Wind - 300°/15kts Current temp +10°C Max temp +10°C

Current PA -86' Max PA -60'

Sunset - 1820L EENT - 1917L Moon rise - 0249L Moon set - 1223 L

Illumination - 29% Light Turbulence surface to 5000'

Precipitation - light rain showers

No Thunderstorms No Icing,

A511 and Vcty R79 Arrival WX

Weather: Ceilings - 1200' Visibility - 2 miles with rain

Wind - 300°/15kts Current temp +10°C Max temp +10°C

Current PA -86' Max PA -60'

Sunset - 1820L EENT - 1917L Moon rise - 0249L Moon set - 1223 L

Illumination - 29% Light Turbulence surface to 5000'

Precipitation - light rain showers, fog

No Thunderstorms No Icing,

Aviation Leader will understand and apply the use of planning tools available in Korea.

Select a **NEXT** to continue.

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TASK 4.2a

6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE FOUR: AVIATION PLANNING TOOLS

TASK 4.2 Conduct weather decision-making

COA 1 - Cancel the training mission.

COA 2 - Change the route to be flown to one that uses lower terrain.

Aviation Leader will understand and apply the use of planning tools available in Korea.

Select the correct **COA** to continue.

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TASK 4.2a

6th U.S. Cavalry Brigade, 8th U.S ARMY



OBJECTIVE FOUR: AVIATION PLANNING TOOLS

TASK 4.2 Conduct weather decision-making

Answer:

COA 1 - Cancel the training mission. 6th Cavalry Brigade Flight Standardization SOP minimums for training overwater are a minimum of 1200' Ceiling and 3 SM visibility. The visibility is not high enough at the range and will likely decrease.

Aviation Leader will understand and apply the use of planning tools available in Korea.

Select the correct **MENU** to continue.

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6th U.S. Cavalry Brigade, 8th U.S ARMY



6th U.S. Cavalry Brigade

Korea Aviation Leaders Course (KALC) Lesson Scenarios

This concludes the 6th Cavalry Brigade KALC Lesson Scenarios.

Select **MENU** to continue or **EXIT** to close.

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